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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT NO. [redacted]
CD NO. 25X1A

COUNTRY Germany (Russian Zone)

DATE DISTR. 8 August 195

SUBJECT Railroad Line Between Bramow and the Port
of Rostock; Enlargement of the Bramow Station

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THIS IS UNEVALUATED INFORMATION

1. Bramow is to become the freight transshipping point for Rostock. To this end, a railroad track is being laid along the Neptun Shipyard, and a railroad embankment is under construction on the bank of the Barnow River. This project requires the building of a railroad overpass across the railroad installations at the ferry landing site near Kabutzenhof in Rostock. In late October 1949 work was being accelerated by working day and night, with searchlights being used at night. The single-track railroad line is to establish a connection with the Port of Rostock. A switching station with spur tracks to the Neptun Shipyard has been under construction in Bramow near Rostock since October 1949. Eight to ten switch sidings are being laid.
2. A single-track railroad line from the Port of Rostock to the Bramow railroad station via Petridamm has been under construction since November 1949. This line runs outside the fenced-in area as far as Kabutzenhof and from there along the area of the Neptun Shipyard following the shipyard approach road to the Bramow railroad station, after crossing Doberaner and Luebecker Streets. The line is 4 to 4½ km long and is a direct connection between the Port of Rostock and Warnemuende. *
3. The Bramow freight station has been considerably enlarged since late 1949, as was observed on 19 May 1950. Many new tracks have been laid. A single-track line has been built between the Bramow freight station and the Rostock transshipping port. The trackage at the Bramow railroad station has been enlarged by the tracks and switch sidings of the new railroad line which leads directly to the Rostock port. This project has been executed by DERUTRA (Deutsche-Russische Transportgesellschaft). The new single-track railroad line was scheduled to be opened by 1 June 1950.
4. The 1950 investment plan of the Directorate General, Soviet Zone Railroads provides for the two construction projects in the Schwerin railroad district.

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The first is the enlargement of the Bramow railroad station at an estimated cost of DM 250,000. Second is the reconstruction of the track installations on the Rostock-Bramow line at an estimated cost of DM 165,000.

5. At the Bramow railroad station the dismantled spur tracks and roadbed to the Meinkel Aircraft Plant are being replaced. One track has been completed and another is being laid. The work is being done with the help of a mobile track construction shop from Schwerin. **

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Comment. For course of the line see Annex.

Comment. The increased activity at the Rostock-Warnemuende port, and the speedy reconstruction of the shipyards and other industries in the area of Rostock caused a heavy strain on the railroad lines because of inadequate railroad installations. In the neighboring railroad districts there was a considerable backlog of freight trains to be dispatched to Rostock-Warnemuende. For this reason the Bramow railroad station is being converted into an additional receiving station for the Rostock area. It will be directly connected with the railroad station at the Port of Rostock by the reported construction of the single-track line which will eliminate the overburdened Rostock freight and passenger stations. Herr Bachem, (fnu), Secretary of State in the Ministry of Traffic of the German Democratic Republic, stressed the importance of this project while inspecting traffic installations in Rostock in early May. It is assumed that a second receiving station will be built south of Rostock. It is possible that in connection with this project the dismantled second track of the Warnemuende-Rostock-Schwaan line and the dismantled single-track Schwaan-Buetzow line will be rebuilt. The reconstruction of the latter line was begun but then stopped. To date, no reports on the completion of the Rostock Port-Bramow line and the enlargement of the Bramow railroad station facilities have been received. It has probably not been possible to keep the fixed target date of 1 June 1950.

1 Annex: Sketch.

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